

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, NOV. 10, 1854.

The Militia System.

We have been pleased to notice, in some of our State exchanges, attention called to the communications of our able correspondent, "West Point," on the subject of establishing a Military Academy in this State, similar, in most of its features, to institutions of the kind which already exist in several of the other States of the Union. It seems to us that such an institution, properly conducted and supported, would do far more in the way of communicating real information on the subject of Military tactics, and infusing a corresponding spirit into the people, than all the Militia musters that could possibly be held from now 'till the day of judgment. And, as it would embrace, in its list of studies, a scientific and practical training in Civil and Military Engineering, Mathematics and Architecture, it would supply to the State a class of her own citizens accomplished in practically useful branches, which come either slightly or not at all within the scope of a University education, and in which she is now dependent upon other States to supply her deficiencies. If, instead of the present system of mustering, a slight tax were imposed, to be called the "Militia Tax," returnable and collectable as other State taxes, every citizen being required, in the usual manner, to return himself, if subject to duty, and also those, if over eighteen, whom, as parent or guardian, he may represent, whom, we think, would be gained. A full and accurate list of persons, subject to be called upon, would be obtained. The slight tax to be imposed would bear no comparison with the loss of time incurred under the present system, while a fund would be created for the diffusion of real knowledge, and applicable to the fostering of volunteer companies, in which alone any discipline or military spirit can reasonably be supposed to exist.

It is probable that this subject may, in some form or shape be brought before the coming Legislature, but it is extremely doubtful whether any action will be taken. Few can have failed to notice the tenacity with which things of this kind cling to life. Although nearly everybody admits the total inefficiency of the system, yet few if any care to take the trouble and responsibility of providing and urging a substitute. It is popular to refer, in public orations to the citizen soldiery, and it is right that it should be so; but it does not seem to be seriously enquired whether a better system might not be devised for increasing the military knowledge of the citizen and at the same time lightening the burdens which a useless system imposes. Public opinion is not concentrated upon the subject and Legislative bodies generally await the public pressure before moving. No great party or organization has taken it up, and it remains for the press to "keep it before the people," and when their attention is aroused something will be done.

The Salisbury Convention.

We publish the official proceedings of the Internal Improvement Convention, held last week at Salisbury, the resolutions therein adopted. We wish to correct an inadvertency in that part of the report submitted by Mr. Boyden, which says that "upon the suggestion of the Honorable Gentleman from New Hanover," the Committee agreed to report the first resolution, which recommends the Legislature to lend its aid to works of a character therein specified, by subscribing two-thirds of the Capital Stock necessary for the construction of such work, when it is ascertained that individuals or counties will subscribe the remaining sums required for such construction. The suggestion of Mr. Ashe, was one-third or even one-half, but not two-thirds, the latter amount having been fixed upon by the Committee. Mr. Ashe did not believe that the Legislature would be willing to go so far, and therefore did not think it politic to ask for more than he entertained reasonable hopes of getting, and thus in his opinion, placing the whole object of the Convention in a less favorable position before the Legislature. The majority of the Committee, as well as the Convention decided otherwise. This explanation is therefore made with no view of controverting that decision, but simply for the purpose of correcting a misapprehension in regard to his own position upon the subject.

STOCKHOLDERS' MEETING.—The Annual Meeting of Stockholders in the Wilmington & Raleigh Railroad met in the Court House yesterday—Wm. T. Dortch, Esq., of Wayne, in the Chair, and Patrick Murphy, Esq., of Sampson, and R. H. Cowan, Esq., of New Hanover, Secretaries.

From the report of the President and Directors, we learn that the gross receipts of the Company for the past year have been \$482,880 62; expenditures, \$291,220 73—net profits, \$191,559 89, from which deduct interest and exchange, \$63,697 12, and there is left as net profits to Stockholders, \$127,862 77. The liabilities of the Company on the 1st of October were \$1,052,070 47.

EDITORS OF THE JOURNAL.—Gentlemen—I have seen some remarks in your last Saturday's paper, concerning bills in circulation issued by the "Greenboro' Mutual Life Insurance and Trust Company." You say: "We do not see the power of any Institution to put such affairs (bills) in circulation in this State." That power may be found in the 8th Section of the Charter of the Company, in these words: "The said Company shall and may issue certificates for the amount of all monies deposited with them, in trust, which certificates shall be assignable and transferable."

I will receive said bills in payment for premium on Life Policies in the above named Company.

A. A. BROWN, Agent for said Company.

We cheerfully give the above a place in our columns, at the request of Mr. Brown, but are still of the opinion that the Legislature never intended to confer upon this or any other Company the power of issuing a circulation of the kind to which we alluded, and against which we object; nor do we think that it was intended, in making the said certificates assignable and transferable, that they should have the character of a currency, payable to bearer, without any evidence of such assignment or transfer.—Without any wish to injure the institution, we must adhere to our previously expressed opinion against any currency, which is neither money nor convertible into it, as other bank bills.

THE NOTORIOUS DR. SPENCER D. ARMSTRONG has been captured at Mobile. He has been at his old tricks out in Florida and Alabama. He is a fugitive from justice in this State, having escaped from the jail of Edgecombe county, where he was confined, awaiting his trial on a charge of murder. He is a most unmitigated scamp, and if they would only stow him away in some penitentiary, so he might never come back to North Carolina, we would willingly dispense with his being brought here.

DR. GRAHAM.—The report from New York, said to have been founded upon a telegraphic despatch from New Orleans, stating that Governor Seymour would pardon the Doctor after the election, turns out to be unfounded, and gotten up with the evident intention of prejudicing Governor Seymour's chances, as it is supposed that the intimation of such an intention would tend to render him unpopular.

Where did our Whig contemporaries get their information that Mr. McKee, is bearer of despatches from the Conference of Ministers recently held at Ostend, Belgium?

The Elections.

The Election held on Tuesday last, was one of the most exciting ever held in the State or City of New York. Reports go that four men were killed and twenty wounded in a riot at Williamsburg, adjoining Brooklyn.

Seymour the present Democratic Governor is supposed to be elected. He has carried the City of New York. In Albany his majority over Clark is 1,500; over Allman 1000; Bronson don't seem to count. There are no returns from the Legislative or Congressional elections.

From New Jersey, the returns are not yet sufficient to indicate the result definitely. It is probable that the Congressmen elect will stand 3 to 2, but whether the Democrats or Fusionists will have the odd man remains to be seen.

The probabilities are that the Fusion ticket has been generally successful in Wisconsin.

A despatch from Chicago intimates that, so far as heard from, four Fusion candidates have been elected to Congress from Illinois. This despatch is considered apocryphal, as it is impossible that, at the date of the despatch, four districts could have been heard from. The same applies to the reports from Wisconsin. It is proper to remark that the telegraph always gives the first returns less favorable to the Democrats than appears from the subsequent fuller details.

We have from Mr. Whitaker, two neat volumes entitled "Wood Notes" of Carolina Carols, being a collection of North Carolina Poetry. Some beautiful, and none without its interest to those acquainted with the writer. We find pieces by Gaston, Strange, and other distinguished in the walks of public life, as well as many others whose names are familiar to the people of the State. Pomeroy, Raleigh, 1854.

The Know-Nothings of Michigan, have agreed to support the Anti-Nebraska Free Soil nomination, with one exception.

The Secretary of the Navy and the North Carolina Senatorship.

The following, which we find in the Washington Union of yesterday, (Nov. 7th), pays only a merited compliment to an able and faithful public servant, who discharges the duties of his high office to the eminent satisfaction of the whole country, and has exerted, even from opponents, a mode of praise, seldom if ever before accorded to a Cabinet officer, under any administration. We have reason to believe that the statements made by the Union are perfectly correct:

It is well known that the name of Mr. Dobbin has been associated recently, by the public press, and in conversation with the senatorial honors soon to be conferred by the legislature of North Carolina on two of her statesmen. It is also, perhaps, equally well known that he is a gentleman of great popularity in his native State, and that he has hosts of friends who are enthusiastic in their desire to elevate him to the Senate, for which his prudence, his sound judgment, and eloquence so well fit him.

We learn, however, upon inquiry, that the honorable Secretary has very recently written to his friends at home, desiring them, not to present his name to the legislature as a candidate for an election to the Senate. We have reason to know, also, that the relations between the President and Mr. D. are not merely agreeable, but are of the warm and friendly character which should mark the relations of the President to his cabinet. He is also, perhaps, equally well known that he is a gentleman of great popularity in his native State, and that he has hosts of friends who are enthusiastic in their desire to elevate him to the Senate, for which his prudence, his sound judgment, and eloquence so well fit him.

Raleigh and Gaston Road.—From the report of the President and Director of this Road, submitted to the stockholders at their annual meeting held here last week, it appears that the entire receipts of the company for the year ending 30th September, 1854, have been, \$238,410 21. The entire expenditures on all accounts, including dividend, were \$159,701 97, leaving \$78,708 24. The receipts from freight passengers and freight were \$173,923 77, and the current expenses \$70,590 96, showing a profit on the year's business of \$103,302 81, or over 101 per cent.

The following gentlemen were elected Directors on the part of the individual stockholders for the ensuing year, viz. L. O. Branch, Thomas Miller, G. W. T. Mordant, and Mr. W. J. H. Hays; and the following gentlemen were appointed by the Board of Internal Improvement, Directors on the part of the State, viz: Gaston H. Wilder, John G. King, and Dr. E. H. Crullup.

At a meeting of the Directors, subsequently held L. O. Branch, Esq., the popular and able President, was re-elected; and Maj. W. W. Vass, was re-elected Treasurer.

The affairs of the Road appear to be in a most prosperous and satisfactory condition.—R. Standard.

Melancholy Accident.

On Saturday morning last, as Mr. William Rand, of this County, was driving his City in his carriage with his wife, and when near the residence of Hon. S. H. Rogers, the horses became frightened, dashed off, broke the tongue of the carriage and overturned it, and threw Mrs. Rand with great force against a rock on the side walk. Her skull was broken, and she died in half an hour after receiving the injury. Mr. Rand was not seriously injured. We learn that the horses were considerably frightened. A stout negro was driving, but his efforts to control them were entirely unavailing. They were frightened by the falling of some limbs from a tree, which was being trimmed.

Mrs. Rand was a kind-hearted and excellent woman, and her bereaved husband and family have the warm sympathies of the community.—Raleigh Standard.

Heavy Failure.

NEW YORK, Nov. 4.—Jacob Westervelt & Sons, ship-builders, have suspended payment for a very large amount. It is generally believed that the firm cannot be able to meet all their liabilities.—Mr. Westervelt is the present mayor of the city.

Shocking Railroad Accident.

CHICAGO, Nov. 3.—The passenger train for Rock Island, which left this city at 11 o'clock on Wednesday night, met with an accident near Minoka, in the breaking of the axle of the engine, which proved most disastrous in its results. The train was thrown off the track, and some thirty or forty of the first class passengers were either killed or wounded. The engineer, Mr. Brown, had his ribs broken.—About a dozen of the passengers were so badly scalded by the hot water and steam escaping from the boiler of the locomotive, that they cannot recover.

It appears that when the engine was thrown off the track, the two forward passenger cars were hurled into the air, and the steam escaping, was driven with tremendous force into the dense mass of human beings packed closely amongst the wrecks of the cars.

THE NEXT SENATE.—The Journal of Commerce says: "Legislatures strongly democratic, upon which respectively the choice of United States Senator will devolve, have been elected in Alabama, Arkansas, California, Florida, Louisiana, North Carolina, (two), Nebraska, Nevada, New York, New Hampshire, Missouri, whose legislature, although politically uncertain, is in favor of the Nebraska law by a large majority. Here, then, are nine Nebraska Senators in prospect, which may safely be added to the thirty already elected, making an aggregate of forty in favor of said law. Even if the anti-Nebraskaists take all the chances for the Senators to be elected in Illinois, Indiana, Iowa, New York, New Hampshire, (two) and Wisconsin—which they are by no means entitled to—still they would have but twenty-two Senators all told, or only about one-third of the whole number; the Senate, when full, comprising sixty-two members."

Rail Road Convention.

SALISBURY, Nov. 2, 1854.

Pursuant to a call, a general Internal Improvement Convention met this day.

On motion, E. J. Erwin, Esq., of the county of Burke, was called to the Chair, and John M. Rose of Cumberland, and N. N. Fleming of Rowan, were requested to act as Secretaries.

On motion of Mr. Reid of Duplin, the members of this Convention were requested to present their names at the Secretary's table, when the following delegates were reported from their respective counties: Alexander: A. C. McIntosh, Hugh Oxford, J. W. Jones, G. W. Long, A. M. Bogle, Carter: C. R. Thomas, Edwards: A. Myers, E. E. Greenlee, Philip Wardlaw, W. L. McKee, Catwaba: D. B. Gaither, F. H. Crawford, T. L. Lowe, M. L. McCorkle, Green: Edward R. Stanly, Cumberland: Geo. McNeill, D. G. McKee, John H. Cooke, H. L. Myrrow, Joseph Avery, Duncan McLaurin, Theodore Martin, Thomas E. Evans, John M. Rose, T. R. Underwood, W. McL. McKay, Gen. A. D. McLean, J. C. McNeill, Carter: C. R. Thomas, Caldwell: N. A. Powell, Duplin: David Reid, Onslow: David Wallace, Griffith, E. Wooton, O. Wooten, T. Heath, A. Willard, W. Smith, J. F. Cash, Col. D. Ramsey, Sam'l R. Bell, D. L. Sharpe, J. S. O. Evers, W. P. Caldwell, H. Roberts, T. L. Cowan, John McKee, Chas. B. Chambers, Col. John Murdoch, J. F. McNeely, Montgomery: Samuel H. Christian, Edward Burrage, New Hanover: B. A. Vard, J. H. Marshall, Rowan: Col. J. F. McKee, Wm. Murphy, John I. Shaver, D. A. Davis, John A. Boyden, B. F. Fraley, John D. Brown, B. Roberts, T. L. Cowan, John McKee, Chas. F. Fisher, M. Brown, J. F. Chambers, H. L. Roberts, A. H. Caldwell, N. Boyden, N. N. Fleming, Samuel Reeves, Dr. Daniel K. Erwin, McConaughy, C. L. Torrence, D. Barringer, C. A. Rose, C. L. Parter, M. S. McKenzie, Daniel Wood, Geo. R. Johnson, B. Craig, J. M. Horah, T. T. Maxwell, Samuel Harris, Moses L. Brown, W. P. Caldwell, J. C. Miller, J. J. Bruner, J. C. Cannon, Robert Murphy, Benj. Sumner, Dr. J. G. Ramsey, J. G. Fleming, Wm. Murdoch, E. H. Simpson, Sampson: J. C. Freeman, J. M. McKee, H. Marshall, J. S. Turner.

On motion of Col. Humphrey, of Onslow, the Chairman was requested to appoint one member from each county, to report permanent officers for the Convention. The Chairman appointed—Col. S. W. Humphrey, of Onslow; D. B. Gaither, Catwaba; S. H. Christian, Montgomery; A. M. Bogle, Alexander; N. A. Powell, Caldwell; Patrick Murphy, Sampson; A. C. Freeman, Stanly; David Reid, Duplin; W. H. Marshall, New Hanover; W. L. McKee, Burke; E. R. Stanley, Craven; U. R. Roberts, T. L. Cowan, John McKee, Chas. F. Fisher, Rowan; D. G. McKee, Cumberland.

On motion of Mr. Sumner, of Rowan, Resolved, That all persons present, or who shall be in attendance, on the Convention, be requested to sign the roll, and to be requested to take seats in the same.

On motion of Mr. McNeill, Rev. Mr. Gilchrist was requested to open the proceedings of this Convention, by Prayer.

After the same, adjourned till 3 o'clock.

THURSDAY, AFTERNOON, NOV. 2.

Convention met as adjourned.

The Committee appointed to recommend permanent officers of the Convention, made a report recommending the following persons:

For President: DAVID REID, of Duplin. For Vice President: E. J. Erwin, of Burke. For Secretary: Geo. McNeill, of Cumberland; Benj. Sumner, of Rowan; S. R. Bell, of Ireddell; Edward R. Stanly, of Craven.

For Secretaries: Jno. M. Rose, of Cumberland; N. N. Fleming, of Rowan.

The report of the committee was unanimously adopted, and the officers appointed conducted to their several duties.

The President made his acknowledgments to the Convention, in a few eloquent and appropriate remarks, which were received with considerable applause by the Convention.

On motion of Mr. Marshall, of New Hanover, Resolved, That the rules of order of the House of Commons be adopted, with such modifications as may be deemed proper by the Convention.

On motion of Mr. Humphrey, of Onslow, Resolved, That the existing Convention be continued to meet on all questions before it, according to their representation in the House of Commons in the Legislature of North Carolina.

The following delegates appeared and took seats in the convention, viz: From Mecklenburg: Jno. A. Young, William Johnson, C. J. Fox, Dr. F. Davidson, From Johnston: Wm. Williams, A. Ashe, W. H. McKay, Cabarrus: J. M. Henderson, On motion of Mr. Murphy, of Sampson, Resolved, That a Committee consisting of one member from each county, be appointed to report on the subject of the Salisbury Convention, and that they be requested to report thereon.

The President appointed—Nathaniel Boyden, of Rowan; A. M. Bogle, of Alexander; W. L. McKee, of Burke; D. B. Gaither, of Catwaba; John H. Cooke, of Cumberland; H. L. Myrrow, of Craven; N. A. Powell, of Caldwell; W. P. Caldwell, of Carter; S. H. Christian, of Montgomery; Hon. William S. Ashe, of New Hanover; J. A. Vard, of Onslow; Wm. S. Davidson, of Johnston; Dr. F. Davidson, of Cabarrus; Dr. F. Fox, of Cabarrus.

On motion of Mr. Murphy, the President and Vice Presidents of the Convention were added to the Committee.

A communication from W. A. Le-air, of the county of Caldwell, addressed to the President of this Convention, was laid before the same, and on motion, referred to the select committee.

The following resolution was offered by Mr. Humphrey, of Onslow: Resolved, That an expedition to construct a main trunk line of railroad from the most eligible point on Beaufort Harbor, via Kenansville, Fayetteville and Salisbury, thence west by the most practicable route to the Tennessee line, be approved, and that the Legislature be requested to appropriate two-thirds of the amount of the cost of said work.

On motion of Mr. Devere, of Sampson, the resolution was referred to the select committee.

The following resolution was offered by Mr. McKee, of Catwaba: Resolved, That this Convention recommend to the Legislature of North Carolina, at its next session, that two-thirds of the Capital Stock necessary to complete the Atlantic and North Carolina Railroad from Goldsboro' to Beaufort Harbor, via Kingston and Newbern, and also the extension of the same to the Tennessee line, be approved, and that the Legislature be requested to appropriate two-thirds of the amount of the cost of said work.

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On motion of Mr. Devere, of Sampson, the resolution was referred to the select committee.

Tennessee line as proposed by the resolution referred to your Committee, introduced by the gentleman from Catwaba.

Your Committee then proceeded to the consideration of the resolution referred to them, introduced by the gentleman from Onslow. Your Committee entered into a long and able discussion of the subject, and finally decided in favor of the construction of this line of Railroad would tend to the development of the resources of an important section of the State, and to the concentration of the trade thereof upon desirable points in our own State, but some of your Committee feared that it might likewise tend to injure or diminish the value of the capital of the State, and individuals already invested in the N. Carolina Railroad.

A majority of your Committee being of a different opinion, however, recommend the construction of this line of road.

There was then submitted to the consideration of your Committee by the gentleman from Mecklenburg, a resolution for the construction of a line of Railroad from Wilmington on to the Cape Fear River, via the Wilmington & Chester Railroad through the town of Charlotte to the Tennessee line. (See the fourth resolution below.)

Some of your Committee entertained the opinion, that although this line of road would undoubtedly contribute to the development of the resources of an interesting and important section of the State, and thus far come within the principle adopted, yet the portion of your Committee who were of the opinion, that the construction of this line of road, might tend greatly to diminish the value of the capital of the State already invested in the N. C. Railroad, and likewise divert a considerable portion of the trade from the Western section of the State, from our own markets, and direct it to the seaports in South Carolina, and thus violate the principle adopted by your Committee, determined by a majority of your Committee, not to have this effect, and to recommend the construction of this line of road also.

Your Committee next proceeded to the consideration of a resolution in the following words, introduced by the gentleman from Mecklenburg:

Resolved, That this Convention recommend to the Legislature of North Carolina, at its next session, that the counties and corporate towns through which, or near to which said Railroad may pass, to subscribe such sums as may be regarded judicious, after the sense of this Convention, and counties and towns may have been taken in relation thereto.

The committee unanimously recommended the adoption of this resolution.

The committee then proceeded to consider the resolutions which they had introduced, and they were all adopted by a majority of the Convention, all they can expect is that they may be used as a starting point in the business of the Convention.

The question being upon the adoption of the resolutions reported by the Committee.

The resolutions were adopted as follows unanimously, viz: Resolved, That this Convention, being deeply impressed with the necessity of the State of North Carolina's establishing some general principle which should guide them in affording aid to the construction of Rail Roads, or other works of Internal Improvement, do recommend to the Legislature to lend its aid by subscribing two-thirds of the Capital Stock necessary to complete the Atlantic and North Carolina Railroad from Goldsboro' to Beaufort Harbor, via Kingston and Newbern, and also the extension of the North Carolina Central Rail Road West from Salisbury to the Tennessee line, be appropriated by the State, as soon as the completion of the same shall be ascertained, and that the Legislature be requested to appropriate two-thirds of the amount of the cost of said work.

Resolved, That this Convention recommend to the Legislature of North Carolina, at its next session, that two-thirds of the Capital Stock necessary to complete the Atlantic and North Carolina Railroad from Goldsboro' to Beaufort Harbor, via Kingston and Newbern, and also the extension of the North Carolina Central Rail Road West from Salisbury to the Tennessee line, be appropriated by the State, as soon as the completion of the same shall be ascertained, and that the Legislature be requested to appropriate two-thirds of the amount of the cost of said work.

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